

In the Claims:

Claims 1 to 12 (canceled)

1    **13.** (new) A method for actuating at least one wheel brake  
2       device of a vehicle for preventing inadvertent rolling when  
3       a vehicle is stationary, wherein a driving off assistance  
4       mode with a predefined brake pressure profile is activated  
5       in the at least one wheel brake device if  
6       -     the stationary state of the vehicle has been detected  
7       and the vehicle is located on an incline, when viewed in  
8       the longitudinal direction of the vehicle, and an uphill  
9       direction was detected as the designated driving off  
10      direction of the vehicle, or  
11      -     the vehicle begins to roll starting from the detected  
12      stationary state, in the opposite direction to the  
13      designated driving off direction, characterized in that the  
14      maintaining brake pressure ( $p_H$ ) which is predefined at the  
15      time when the driving off assistance mode which is  
16      predefined by the brake pedal position is switched on is  
17      maintained for a predefined delay period ( $\Delta t$ ) after the  
18      complete release of the brake pedal for as long as a  
19      driving off request of the driver has not been detected,  
20      wherein the driving off request of the driver is detected  
21      by virtue of the fact that the derivative ( $\dot{M}$ ) of the engine  
22      torque ( $M$ ) over time is greater than or equal to a  
23      predefinable threshold value ( $\dot{M}_0$ ) for the change in the  
24      engine torque and simultaneously the derivative ( $\dot{N}$ ) of the

engine speed (N) over time is less than or equal to a predefinable negative threshold value ( $-\dot{N}_0$ ) for the change in the engine speed.

**14.** (new) The method as claimed in claim 13, characterized in that the values of the engine torque (M) and/or of the engine speed (N) are prefiltered before the derivation over time, in particular by means of the polynomial moving average method.

**15.** (new) The method as claimed in claim 13, characterized in that when the start of rolling of the vehicle in the opposite direction to the designated driving off direction is detected a crawling brake pressure ( $p_K$ ) is automatically set.

**16.** (new) The method as claimed in claim 13, characterized in that, after the expiry of the delay period ( $\Delta t$ ), the maintaining brake pressure ( $p_H$ ) is automatically reduced to a crawling brake pressure ( $p_K$ ).

**17.** (new) The method as claimed in claim 16, characterized in that the crawling brake pressure ( $p_K$ ) is set lower than the maintaining brake pressure ( $p_H$ ) by an amount equal to a predefinable pressure difference ( $\Delta p$ ).

**18.** (new) The method as claimed in claim 16, characterized in that the crawling brake pressure ( $p_K$ ) is set in such a way

3 that the vehicle rolls downhill with a predefinable  
4 crawling speed ( $v_k$ ).

1 **19.** (new) The method as claimed in claim 13, characterized in  
2 that the designated driving off direction is determined by  
3 reference to the gear speed selected by the driver.

1 **20.** (new) A device for carrying out the method as claimed in  
2 claim 13, having a control device (23) for controlling the  
3 brake pressure ( $p$ ) in at least one wheel brake device (16,  
4 17, 35, 36) of a vehicle, wherein

- 5 - means (43) for determining the vehicle speed,
- 6 - means (30) for determining the incline of the road in  
7 the longitudinal direction of the vehicle, and
- 8 - means for determining the designated driving off  
9 direction of the vehicle,

10 are provided, wherein a driving off assistance mode with a  
11 predefined brake pressure profile is activated in the at  
12 least one wheel brake device (16, 17, 35, 36) by means of  
13 the control device (23) if

- 14 - the stationary state of the vehicle has been detected  
15 and
- 16 - the vehicle is located on an incline, when viewed in  
17 the longitudinal direction of the vehicle, and
- 18 - an uphill direction was detected as the designated  
19 driving off direction of the vehicle, characterized in that  
20 the maintaining brake pressure ( $p_H$ ) which is predefined at  
21 the time when the driving off assistance mode which is

22 predefined by the brake pedal position is switched on is  
23 maintained for a predefined delay period ( $\Delta t$ ) after the  
24 complete release of the brake pedal for as long as a  
25 driving off request of the driver has not been detected,  
26 wherein the driving off request of the driver is detected  
27 by virtue of the fact that the derivative ( $\dot{M}$ ) of the engine  
28 torque ( $M$ ) over time is greater than or equal to a  
29 predefinable threshold value ( $\dot{M}_0$ ) for the change in the  
30 engine torque and simultaneously the derivative ( $\dot{N}$ ) of the  
31 engine speed ( $N$ ) over time is less than or equal to a  
32 predefinable negative threshold value ( $-\dot{N}_0$ ) for the change  
33 in the engine speed.

1 **21.** (new) The device as claimed in claim 20, characterized in  
2 that means for determining the gear speed selected by the  
3 driver are present in order to determine the designated  
4 driving off direction.

[REMARKS FOLLOW ON NEXT PAGE]